

·SEPT·8-9·



Souvenir Programme

OFFICIAL · OPENING ·

WALKER AIRPORT



1928

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BORDER CITIES AERO CLUB

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**THIS PROGRAM IS DEDICATED
TO ALL THOSE WHO HAVE
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ADVANCEMENT OF AVIATION**

ESSEX COUNTY AIR DERBY

Conditions of Contest

The Border Cities Star trophy will be awarded to the Winner of the Race under the following conditions:

The Trophy will be presented to the pilot who is officially declared the winner of the race, to be held by him until thirty days previous to the date of the next annual race, and will be permanently awarded to the pilot declared the official winner of the race for three consecutive years.

COURSE:—Around Essex County starting from the Walker Airport via Amherstburg, Harrow, Kingsville, Leamington, Wheatley, Tilbury, Belle River, Tecumseh and finishing at the Walker Airport.

RULES AND REGULATIONS

A.—PLANE ELIGIBILITY—Open to all light aircraft with a maximum engine horse power not exceeding 125 h.p.

B.—All competing aircraft and pilots must conform to Canadian Air Regulations 1920 and amendments thereto.

C.—ENTRY FEE—\$10.00 per machine which must accompany entry application. Applications will be received until 10 a.m., September 7th, 1928, and pilots and machines must be on the field by 11 a.m. September 8th, 1928.

D.—WINNER—Will be the plane which completes the course in the shortest elapsed time providing that there be no disqualifications. Second place plane completing course in the next shortest elapsed time, etc.

Note:—Elapsed time is the time between the starting signal at the beginning of the race and the time the plane passes over the finish line in flight in completion of the course.

E.—PROTEST—No protest will be considered unless presented in writing to the Contest Committee within 24 hours after the completion of the race.

F.—START—The race will start at 3.15 P.M., Saturday, September 8th, 1928, unless in the opinion of the Official Starter, the weather conditions are unfavorable, in which event the race will start at 3.30 P.M. on the first favourable day thereafter.

Machines will start at one minute intervals and a plane once started and forced to return within ten minutes may be permitted to restart at the discretion of the Contest Committee.

G.—Minimum number of planes—THREE.

H.—The Contest Committee reserves the right to amend the foregoing rules in the interests of safety, and to officially interpret the same.

I.—MAPS—Maps of the course will be furnished each contestant.

J.—FUEL—Imperial Oil Limited Oil and Gasoline meeting Royal Canadian Air Force tests will be available at the Walker Airport for contestants without charge. Contestants are responsible for refueling their planes.



THE BORDER CITIES STAR TROPHY

Awarded to the Winner of the Essex County Air Derby
(See rules on opposite page.)

BORDER CITIES AERO CLUB



HARRINGTON E. WALKER

Governor, Aviation League of Border Cities; President, Walkerville Land and Building Company Limited; Vice-President Walkerside Dairy Limited; President, Walkerville and Detroit Ferry Company.



HIRAM H. WALKER

Governor, Aviation League of Border Cities; President, Walkerside Dairy Limited; Vice-President, Walkerville Land and Building Company Limited; Vice-President, Walkerville and Detroit Ferry Company.



WALKER AIRPORT

WALKER AIRPORT OPENING

SATURDAY, SEPTEMBER 8th, 1928

PROGRAM

- 1.30 P.M.—Dedication of Airport by Dean F. X. Laurendeau,
Rev. H. M. Paulin.
- 2.00 P.M.—Arrival and Flying Demonstration by Visiting
Aircraft.
- 2.30 P.M.—Introduction of Prominent Guests, Racing Pilots and
other Airmen.
- 3.15 P.M.—Start of Essex County Air Derby.
- 3.30 P.M.—Passenger Flights.
- 4.15 P.M.—Finish of Essex County Air Derby.
- 4.30 P.M.—Exhibition of Parachute Dropping.
- 5.00 P.M.—Announcement and Introduction of Winner of Air
Derby.
- 5.15 P.M.—Exhibition Flying and Passenger Flights.
-
- 7.30 P.M.—Aviation Banquet at Prince Edward Hotel, Windsor.
Programme:—Speeches by Prominent visitors;
Presentation of Border Cities Star Trophy and
Prizes.

NOTE:—Tickets may be secured at Prince Edward Hotel.

Selections during the afternoon by Essex Scottish Pipe and
Brass Bands.

GOD SAVE THE KING

SUNDAY, SEPTEMBER 9th, 1928

- 6.00 A.M.—Start of the International Air Race from Walker
Airport, Windsor, Ontario, to Los Angeles, Cali-
fornia.
- 9.00 A.M.—Until Dark—Passenger flights.

BORDER CITIES AERO CLUB



JOHN DIGBY CHICK
President Aviation League of Border
Cities,
Director Chamber of Commerce



E. G. ODETTE, M.P.
Governor, Aviation League of
Border Cities.



MAJOR-GEN. J. H. MacBRIEN
President, Aviation League of Canada;
Patron of Aviation in Border Cities.

A SHORT HISTORY OF A GREAT ACHIEVEMENT

The development of aviation in the Border Cities reads, from some aspects, like a fairy tale.

The will to fly and the knowledge of flying, gendered by the war, was brought home by our fighting aviators. Many of these war time flyers, of brilliant record and high enthusiasm, made the Border Cities their home. In 1920 they formed the Border Cities Aero Club and since that time have kept the torch alight.

In 1924 the Aviation Committee of the Border Chamber of Commerce was organized under the chairmanship of Captain Duncan B. McColl, a distinguished war time pilot and President of the Border Cities Aero Club. The Committee was organized so that when commercial flying became practical in Canada, a definite business organization would be in existence to promote aviation in this community.

And then for some years the work languished because only the rare enthusiast believed that the dawn of practical commercial aviation had at last broken.

No single event focused attention upon flying in this community like the successful New York to Paris flight of Colonel Charles A. Lindbergh. It electrified the whole world. It decided certain local aviation enthusiasts to promote a Windsor, Canada, to Windsor, England, Trans-Atlantic flight.

The Royal Windsor monoplane was purchased and aviation became a thing of life in the Border Cities. Despite the unsuccessful flight of the Royal Windsor, the enthusiasm remained. Our citizens had become air conscious.

Late last fall the Border Chamber of Commerce adopted a definite forward policy in regard to aviation. It was felt that the Age of the Air had been reached. The geographical position of the Border Cities warranted the belief that this community would rapidly become the aeroplane manufacturing, and the aviation centre of Canada, as it had already become in the automobile world.

The Aviation Committee was enlarged and a definite branch of the Aviation League of Canada was formed. Many of our leading citizens contributed to the success of this project. Major General J. H. MacBrien, ex-Chief of Staff of the Canadian Army, and President of the Aviation League of Canada assisted. Mr.

BORDER CITIES AERO CLUB

John Digby Chick, associated from the first in all aviation enterprises, consented to be President of the local Border Cities Branch of the Aviation League.

The Chamber Aviation Committee was enlarged to include the officers and workers of both the Aero Club and the Aviation League. This Committee, thus representing all three Associations, bent their energies to the establishment of a public Airport for this community.

The great difficulties met in developing this project were largely surmounted through the splendid generosity of Messers. Harrington Walker and Hiram Walker of the Walkerville Land and Building Company. A tract of land 3,500 feet square, ideally located, was provided by the Walker interests for a period of five years, free of rent, in addition to a gift of \$10,000, to be used in assisting to build the hangar. The Township of Sandwich East thereupon exempted the property from taxes with the exception of local improvement and school taxes. Thus the dream of a few, speedily became a fact for the many, and where, but a short time ago, public opinion considered an airport a distant development, the Border Cities public have one of the finest airdromes in Canada today.

The splendid co-operation of the three Associations will continue. The Border Chamber of Commerce Aviation Committee will assist in all possible ways in general development and will concentrate on the securing of aeroplane manufacturing industries, the development of air mail routes and commercial airways. The Aviation League of the Border Cities will have charge of the Walker Air Port and will function as a patriotic and promotional force in aviation at large. The Border Cities Aero Club will definitely manage the Walker Air Port, will have charge of all technical activities and will conduct a school for pilots. The large Chamber Committee, comprised of the workers and leaders of all three organizations, will continue as the final court of appeal in regard to all matters pertaining to aviation in the Border Cities.



WALKER AIRPORT



DUNCAN B. McCOLL

President, Border Cities Aero Club; Chairman, Border Chamber of Commerce Aviation Committee; Governor, Aviation League of Border Cities.



GEORGE HANRAHAN

President, Border Chamber of Commerce, Governor, Aviation League of Border Cities.



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JUSTUS MILLER

Managing Secretary, Border Chamber of
Commerce, Governor, Aviation League
of Border Cities.



SALTER S. J. ASKIN

Secretary, Aviation League of Border
Cities; Director, Border Cities
Aero Club.



ROBERT L. DANIELS

Mayor of Walkerville; Director of Border
Chamber of Commerce; Governor,
Aviation League of Border Cities.

A SHORT HISTORY *of the* BORDER CITIES AERO CLUB

The Border Cities Aero Club, which has been assigned active management of Walker Airport by the Border Cities branch of the Aviation League of Canada, is the oldest active club of its kind in the Dominion. It has been in continual operation longer than any club now existant, although a few other clubs, now active or just resuming activity after long dormant periods, were organized before it was.

It was late in 1920 that the local association took form. Active in its formation were Capt. W. E. James, M.C., and Capt. Duncan B. McColl, the present president. Others who worked hard to bring it into operation were Lieut. E. J. Cosford, Lieut. R. H. Soundy, Lieut. Jas Quinn, Lieut. Gerald Carlyle, Capt. M. W. Richardson, Lieut. N. H. Wallace, Lieut. C. P. Miller and Capt. M. Dover.

Wartime experience as fliers, which convinced ex-officers of the Royal Air Force, residing in the Border Cities in 1920, of the feasibility of aircraft for commercial purposes, inspired the organization of the club.

It was formed with the idea of keeping former R. A. F. men together, with the hope of some day establishing what the Border now has, a large, well-equipped airport and a flying school with its own planes.

Post-war conditions were such that the government could not lend assistance to the promotion of aviation at that time, but the organization was kept intact, so that when the government, could give the needed aid, experienced men would be available to take advantage of it, and to assist in the promotion of aviation in all its phases in the Border area. One of the chief links in keeping the club members united, was the annual ex-officers' R. A. F. ball, promoted by the members. It came to be one of the outstanding events on the Border social calender.

A wide range of experience in flying is comprised within the ranks of the club as the number of flying hours of the members ranges from 50 to 5,000. Its members during the war years having experience in active service, night bombing, contact patrol, artillery, observation, scout work and Royal Navy Air Reserve service, a number of the members have also considerable experience with commercial flying, gained since the war in many parts of the world.

The club members could tell some interesting tales of desperate cloud adventures—but they won't, which is traditional of the ex-officers of the Royal Air Force and other branches of the service.

Military decorations abound in the club's roster. There is more than one Military Cross, Distinguished Flying Cross, Distinguished Service Order and other foreign decorations.

WALKER AIRPORT



S. C. ROBINSON, M.P.
Governor, Aviation League of
Border Cities.



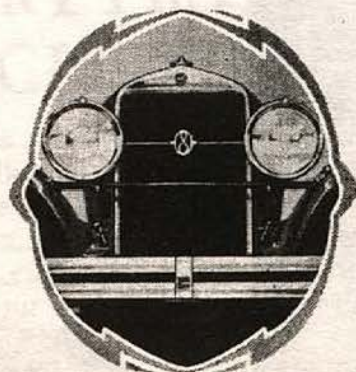
WILLIAM GRIESINGER
Treasurer, Aviation League of
Border Cities.



LT. COL. ALAN C. PRINCE
Commanding Officer Essex Scottish
Battalion; Founder, Aviation League
of Border Cities.



BORDER CITIES AERO CLUB



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C. E. JACKSON

Mayor of Windsor; Director, Border
Chamber of Commerce; Governor,
Aviation League of Border Cities.



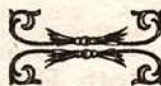
J. E. F. FERRARI,

Reeve of Sandwich East Township;
Governor, Aviation League of
Border Cities.



F. D. RIBERDY

Mayor of Ford City; Director of Border
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Aviation League of Border Cities.



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WALKER AIRPORT

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For business or pleasure travel by Moth and avoid overcrowded roads. Make your journeys in armchair comfort cruising along at 85 m.p.h.

The Moth owner does not think to travel in miles, but in hundreds of miles. He can travel a thousand miles between dawn and dusk with ease.

An impulse device in the magneto ensures quick starting. A sharp pull at the propeller is all that is necessary. In hot and cold climates it is just as easy.

The wings of the Moth can be folded or unfolded in a moment, enabling it to be housed in an ordinary garage.

Either, folded or unfolded a woman can handle the machine on the ground.

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Aviation League of the Border
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Border Cities Aero Club

On the Occasion of the Opening
of

THE WALKER AIRPORT



Gustave Lacasse, M.D.

Senator
Mayor of Tecumseh

INTERESTING FACTS ABOUT AVIATION

(Compiled by Francis X. Chauvin, M. A.)

The history of aviation takes us to the remotest times. Mythologists attributed to the spirits, the gods and their satellites the miraculous power to fly. Who has not heard of winged dragons, winged demons and flying horses?

Times have changed! We are now in the air age.

In transportation the milestones of progress are easily chronicled. It was first the stage coach, and the covered wagon of the early pioneers on their transcontinental treks to seek fame and fortune. Later came George Stephenson's "Puffing Billy"; with it the world became steam-minded, and during the same period Robert Fulton startled the skeptics with his steam-propelled, ocean-going vessel. The twentieth century ushered in the era of the automobile, and now we have aviation—aircrafts speeding along the trackless paths of the sky, high above the boundless seas and blazing deserts, and even across the Arctic and Antarctic.

In view of the progress made by aviation, it is interesting to read the records of aviators through the centuries.

THE EARLY PERIOD

1335, B. C.—Dedalus and Icaris escape from the hands of King Minos by means of wings. Icaris' wings melted under the hot sun and he perished in the sea.

400-345, B. C.—Archytas, famous Greek mathematician and astronomer, declares having constructed "a wooden pigeon that can fly."

1060, A. D.—The English monk Elmerus claims to have flown a furlong by throwing himself from the top of a tower.

1414 A. D.—Roger Bacon claims he can build dynamic flying machines and spreads the idea of an aerial vessel.

1495, A. D.—Leonard de Vinci studies aeronautics, makes models, tries a parachute and an helicopter, and dies leaving the plans for a flying machine.

1782, A. D.—Joseph Michel and Jacques Etienne Montgolfier build the first balloon, a paper craft.

1783, A. D.—Benjamin Franklin conceives the idea of a Montgolfier balloon propelled by motive power. This idea is the actual origin of the modern dirigible.

PERIOD OF REALITIES

1784, July 17—First balloon ascension in United States. Peter Carnes makes it at Baltimore.

1785, Jan. 7—First crossing of the English Channel in a free balloon. Dr. John Jeffries, accompanied by Blanchard, performs the feat.

1794—The French use balloons as means of observation in their war against Austria.

1843—Hensen completes the plans for his steam vehicle. This is the predecessor of the modern airplane.

1896—Octave Chanute experiments on the shores of Lake Michigan. He publishes a book in which the records of his predecessors are scheduled. He and Sir Hiram Maxim, England, and Otto Lilienthal, Germany, revealed that man's best chance to fly lay in the development of the kite idea.

1897, July 11—Col. Andre, with two companions, flies from Spitsberg towards the North Pole in a balloon.

1898, Sept. 8—Santos-Dumont startles the world with his series of dirigible flights about Paris.

WALKER AIRPORT

1900, July 2—First voyage of a Zeppelin, the first practical aerial vessel ever invented.

1903, Oct. 7—Langley makes several experiments at Washington. Later his type of machine was improved by the famous Glenn H. Curtiss.

1903, Dec. 17—Orville and Wilbur Wright make a flight of 852 feet in North Carolina. The take-off was from rails and the machine was propelled by means of a catapult. This is the first authentic flight of any duration in a heavier-than-air machine.

1909—Louis Bleriot crosses the English Channel in an airplane. This marks an important event in the progress of aviation.

CROSSING THE ATLANTIC

1919, May 18—Harry C. Hawker and Mackenzie Grieve make the first attempt to cross the Atlantic in an airplane. They fly 1200 miles in 14 hours, but fall in the ocean and are rescued by a ship.

1919, May 8—First crossing of the Atlantic to the Azores. Lt. Commander A. C. Reed is the pilot.

1919, June 14—First non-stop crossing. Capt. John Alcock and Lt. Arthur Brown start from St. John, Newfoundland, in a biplane. They spanned the distance to Clifden, Ireland,—1890 miles—in 16 hours and 12 minutes.

1919, July 26—The British Dirigible R34, commanded by Major C. H. Scott arrives at Mineola, N. Y., from East Fortune, Scotland, a distance of 3270 miles. The personnel comprised 10 officers, 17 men and 2 radio operators. The same dirigible returned to Pulham, England, in 75 hours, carrying, in addition to its original crew, Col. Wm. N. Hensley, of the Aviation Corps.

1924, Aug. 21-22—The "Round World Flyers," Lts. Lowell Smith, Leslie P. Arnold, Erick H. Nelson, John Harding, Leigh Wade and Henry H. Ogden, cross the Atlantic from Reykjavick, Ireland, to Icy Tickle, Newfoundland.

1924, Oct. 12-15—A German Dirigible crosses the Atlantic from Friedrichshafen to Lakehurst, N. J., a distance of 4010 miles. The crew consisted of 32 men, and was commanded by Dr. Hugo Eckener.

1927, May 20-21—First non-stop flight from New York to Paris. Distance 3620 miles; time 33.29.30 hours; hero: Charles A. Lindbergh.

1927, June 4-5—First trans-atlantic flight to Germany. Clarence D. Chamberlin and Charles A. Levine fly from New York to Eisleben, 3930 miles without a stop. Time 42 hours.

1927, Aug. 28—First trans-atlantic flight to England. Wm. F. Schlee and Wm. Brock take off from Havre de Grace, Newfoundland, and land at Croydon, England, a distance of 2350 miles, in 23.21.0 hours. This was the first lap of their flight to Japan.

1927, Oct. 24—First non-stop south trans-atlantic flight. Capt. Dienne Costes and Lt. Commander Joseph Lebrun fly from St. Louis, Senegal, in Africa, to Natal Brazil, a distance of 1980 miles in 19.20 hours. They flew around the world and covered 35,800 miles.

1928, Apr. 12—First non-stop flight across the Atlantic from East to West. It is performed by Baron G. Von Huenefeld, Capt. Herman Koehl and Major James Fitzmaurice. They flew from Baldonnel, Ireland, with New York as their objective. They landed on Greenly Island after having travelled 2,070 miles.

1928, June 17—Miss Amelia Earhart, Wilmer Stultz and Louis Gordon fly from Trepassy, Newfoundland, to Burry, Wales, in 29.40 hours.

IMPORTANT FLIGHTS

1919, Nov. 12—Sir Ross and Sir Keith Smith fly from London to Australia—14,350 miles.



1926, May 9—Lt. Commander R. E. Byrd flies to the North Pole in the Josephine Ford.

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M. A.

AUTHOR, BIOGRAPHER,
EDITOR

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TECUMSEH - ONTARIO

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COL. S. C. ROBINSON
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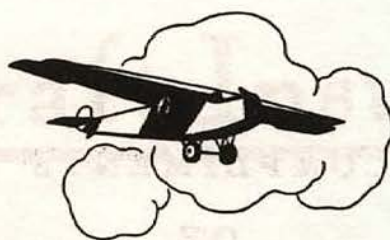
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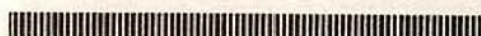
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LOUISE BURTON

Border Chamber of Commerce

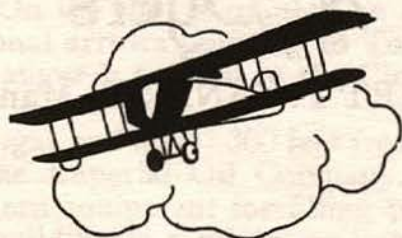
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DESCRIPTION OF THE WALKER AIRPORT

Canada's Finest Airport

The Walker Airport lies on the South West corner of a tract of level land, one and three-fifths miles square, bounded on the South by the Fourth Concession Road, on the West by Walker Road, on the North by the Third Concession Road and on the East by Pillette Road.

There is a little bush along the Eastern boundary; the Western side is cut by the Pere Marquette Railway, which runs parallel to Walker Road. Due North of the Airport, on the Third Concession Road, lie the Walkerside Dairy Buildings, which form a very prominent landmark from the air. A ditch, eight feet wide, runs parallel to the Third Concession Road, but is some three hundred feet outside the boundaries of the Airport proper.

The Port is 3,550 feet square; the ground is dead level; there are no obstructions whatever from the air in the near vicinity of the field. The Pere Marquette Railway forms the West boundary of the Port. This is a single line track with a line of low telegraph poles on one side. The Airport is surrounded on all sides by agricultural land, which is level and well drained. There is a marked absence of fog and smoke in the vicinity.

The Port is marked on all four sides by planks, two feet wide, twenty-four feet long, painted white. In the centre of the field is a circle enclosed in a square, painted white. This denotes that the Port is a Customs Port, open by day only.

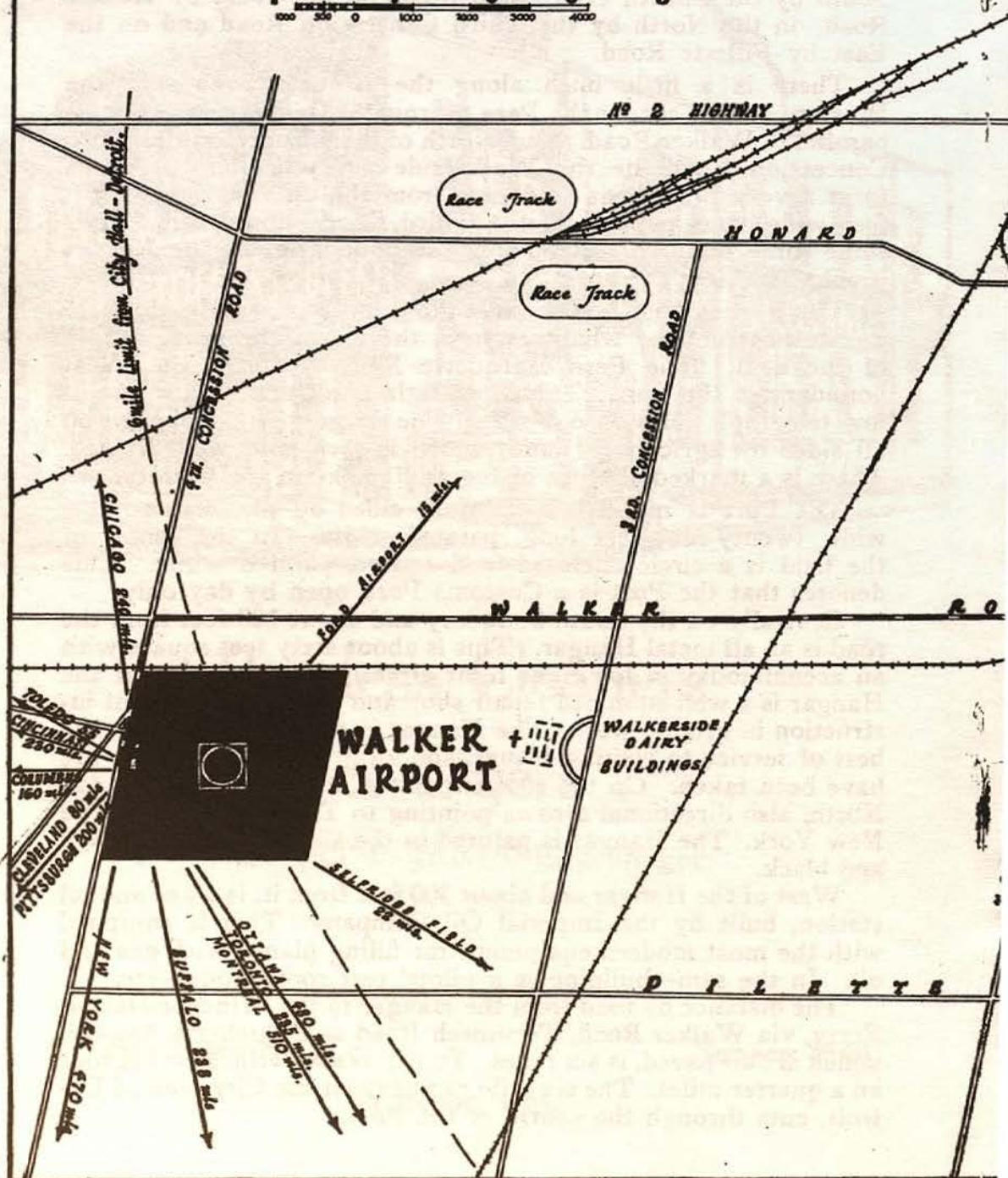
Centrally on the South boundary and about 100 feet from the road is an all metal Hangar. This is about sixty feet square with an accommodation for eight light aircraft. On one side of the Hangar is a well equipped repair shop and a room for student instruction in ground work. The Hangar is equipped to render the best of service to visiting planes, and all precautions against fire have been taken. On the roof is painted an arrow pointing due North, also directional arrows pointing to Toronto, Chicago and New York. The Hangar is painted in the Club Colors of orange and black.

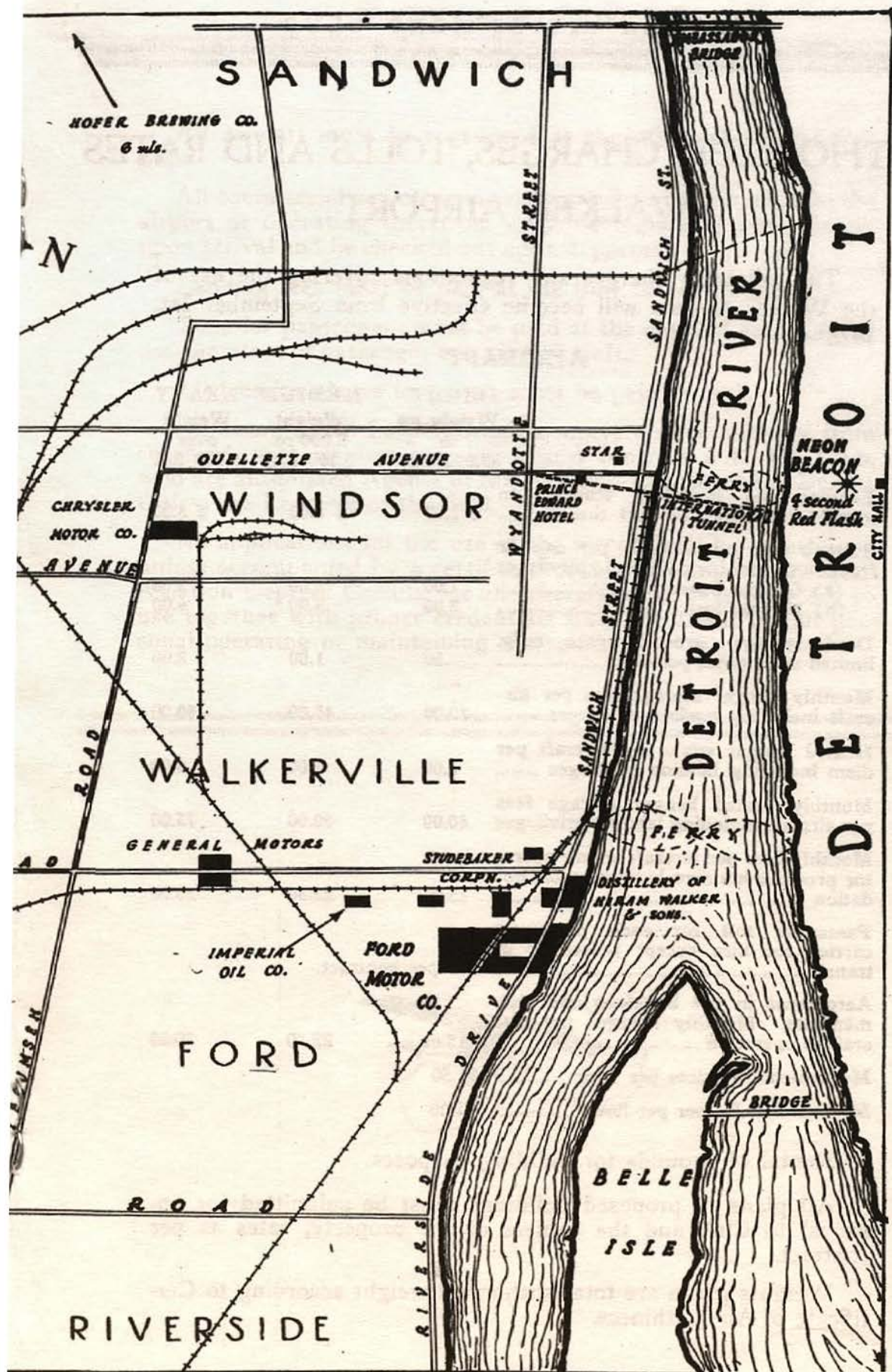
West of the Hangar and about 300 feet from it, is a gas and oil station, built by the Imperial Oil Company. This is equipped with the most modern equipment for filling planes with gas and oil. In the same building is a pilots' rest room, toilet, etc.

The distance by road from the Hangar to the Windsor-Detroit Ferry, via Walker Road, Tecumseh Road and Ouellette Avenue, which are all paved, is six miles. To the Walkerville Ferry is four and a quarter miles. The six mile radius from the City Hall of Detroit, cuts through the centre of the Port.

BORDER CITIES

CANADA





BORDER CITIES AERO CLUB

AUTHORIZED CHARGES, TOLLS AND RATES WALKER AIRPORT

The following charges and regulations covering the use of the Walker Airport will become effective from September 1st, 1928:—

AIRCRAFT

	LIGHT Weight up to 3,000 lbs.	MEDIUM Weight 3,000 to 6,000 lbs.	HEAVY Weight over 6,000 lbs.
Landing fee including storage on ground for 1 day or part thereof	\$ 1.00	\$ 2.00	\$ 3.00
Storage fees per aircraft per day or fraction thereof including land privileges			
(a) Ground Space	1.00	2.00	3.00
(b) Hangar Space	2.00	3.00	4.00
Dead storage, ground space only, limited to 14 days, per diem50	1.00	2.00
Monthly hangar storage fees per aircraft including landing privileges	30.00	45.00	60.00
Heated hangar space per aircraft per diem including landing privileges	3.00	4.00	5.00
Monthly heated hangar storage fees per aircraft including landing privileges	40.00	60.00	75.00
Monthly fees per aircraft where operator provides his own hangar accommodation	15.00	22.50	30.00
Passenger toll for each passenger carried for hire except passenger in transit	As per contract.		
Aeroplanes in use by clubs and club members. Monthly charges per aircraft in operation	15.00	22.50	30.00
Mechanic services per hour	\$1.50		
Mechanic Helper per hour	\$1.00		

Rental of grounds for building purposes.

All plans of proposed buildings must be submitted for approval to Club and the owners of the property, rates as per contract.

Weights given are total authorized weight according to Certificate of Airworthiness.

WALKER AIRPORT

All aircraft must be registered at the office of the Airport Supt.

All commercial and other aircraft in transit not attached to the airport or operating therefrom must be registered immediately upon arrival and be checked out upon departure.

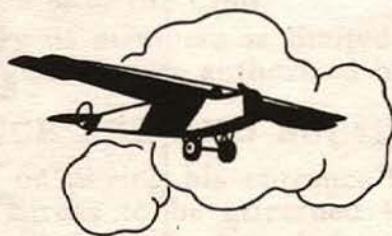
Landing fees must be paid at the time of registration.

Tolls for passengers must be paid at the close of each day by the operators of passenger carrying aircraft.

All fees for planes in transit must be paid in cash.

No aircraft will be permitted to operate commercially from the field, without first entering into a contract with the Club, who are authorized Agents of the Aviation League of the Border Cities, the Leasee's of the field.

No applications for the use of the airport will be entertained unless accompanied by a certificate of Airworthiness from Civil Aviation Dept. of Canada, for all Aircraft which it is proposed to use together with proper credentials from the Dept. for all personal operating or maintaining the same.



BORDER CITIES AERO CLUB



W. D. WISEMAN

Vice-President, Border Cities Aero Club.



M. W. RICHARDSON

Treasurer, Border Cities Aero Club.

BORDER CITIES AERO CLUB

MEMBERSHIP AND OPERATION RULES

The Border Cities Aero Club has been selected by the Aviation League of the Border Cities and the Border Chamber of Commerce, to carry out in the Border Cities and Essex County the Government scheme for flying clubs.

AERODROME

Through the courtesy of the Walker interests and the much appreciated assistance of the Council of the Township of Sandwich East, and other prominent citizens, the use of the Walker Airport has been given to the Club as an aerodrome where flying will be carried on.

OBJECTS OF THE CLUB

1. The Club which is the oldest Aero Club in Canada having been in existence since the year 1920, was formed with the object of bringing together as members of the Club, persons interested in flying, and for the purpose of proving and maintaining aeroplanes for the use and instruction of members of the Club.

CONSTITUTION

2. The Border Cities Aero Club is a private Club, operating under Ontario Charter; its operations being carried on without the purpose of gain for its members, and all profits or other accretions to the Club shall be used in promoting its objects. All fees and subscriptions and other payments by members or other persons shall become the property of the Club, and the Club shall be solely responsible for the provision of the airport equipment and personnel, and shall have entire control of all matters of finance in connection with the Club.

3. The liability of members is limited to the payment of fees, subscriptions and charges authorized by rules of the Club.

ENTRANCE FEE AND SUBSCRIPTION

4. A member on paying his entrance fee if any, and subscription, thereby agrees to be governed by the rules of the Border Cities Aero Club for the time being in force, and by the rules which may hereafter be issued by the Club.

MEMBERSHIP

5. The Club shall consist of active Class A Members with full voting rights, active Class B Members with no voting rights, and Associate Members with no voting rights, and shall be open to both sexes. Active membership Class A will be granted to all

BORDER CITIES AERO CLUB



D. H. BROWN

Secretary, Border Cities Aero Club.



HARRY WILTSHIRE

Director, Border Cities Aero Club.

WALKER AIRPORT

Ex-Officers of the Royal Air Force, to all applicants who qualify for their commercial pilot's certificate in Canada; to all applicants who have flown solo at least 50 hours and who own their own planes.

Active Class B Membership will be granted to all applicants for flying instructions, who qualify for instructions according to the rules laid down by the Club from time to time.

Associate Membership will be granted to all members of the Aviation League of the Border Cities.

Applications for Class A and Class B active membership must be approved by at least a two-thirds vote of all those present at any special or general meeting of the Club properly called.

ENTRANCE FEES AND SUBSCRIPTIONS

6. There will no entrance fee at present. The membership subscription for active Class A and Class B members will be \$25.00 per year payable in advance. There will be no subscription charged associate members other than that paid to the Aviation League of the Border Cities.

RESIGNATIONS

7. Any member desiring to resign his/her membership of the Club shall give notice in writing thereto to the Secretary on or before the 30th day of June in any year, failing which he/she shall be liable to pay his/her subscription for the following year.

SUSPENSION AND EXPULSION

8. If any member shall be charged with conduct, which in the opinion of the Executive Committee renders it desirable that he/she shall cease to be a member of the Club, he/she shall be notified to attend a meeting of the Committee at which an inquiry into such charge shall be made. If after inquiry the Committee find the charge to be sustained, he/she may be cautioned, suspended or requested to resign his/her membership in the Club or expelled as the Committee may see fit.

CHARGES FOR FLYING

9. A member shall be charged \$15.00 per hour for dual instruction. The charge for dual instruction to members who have previously held a Royal Air Force pilot's certificate shall be \$12.00 per hour. The charge for solo flying by licensed pilots shall be at the rate of \$8.00 per hour. The minimum time for which an aeroplane may be hired will be half an hour.

BORDER CITIES AERO CLUB



N. H. WALLACE

Director, Border Cities Aero Club.



C. P. MILLER

Director, Border Cities Aero Club.

WALKER AIRPORT

The cost of a special flying course for beginners will be as follows:

A flat rate of \$150.00 payable in advance consisting of the following instructions:

Ground course consisting of a series of lectures.

Eight hours dual flying instruction.

Three hours solo flying.

A charge of \$15.00 per hour will be made for any additional instruction required to qualify.

10. Before any flight is made, all charges must be paid to the official appointed by the Club to receive payments for flights.

LIABILITY

11. The club accepts responsibility for damages to their aeroplanes and legal liabilities for damage to third parties, except where such damage to aeroplanes or to third parties is caused wholly or in part by wilful breach of rules of the Club. The Club does not accept any liability for any injury or damage sustained by members of the Club hiring aeroplanes for solo or passenger instructional flights, and before any member shall be entitled to hire an aeroplane for the purpose of flying, he/she will be required to sign an undertaking, exempting the Club or its employees for all liability from injuries or damage sustained by the members himself/herself.

In the case of members under the age of 21, such undertaking must in addition be signed by the parent or guardian of such member.

REGULATIONS FOR FLYING

12. Members shall make themselves acquainted with all regulations from time to time issued by the Club with regard to flying instructions and hiring of aeroplanes, and shall be responsible for due observance thereto.

13. None but active Class A and Class B members shall be entitled to receive flying instructions or hire aeroplanes, for solo flying. Aeroplanes for solo flying shall only be hired to such Class A or Class B members as hold Canadian Pilot's certificates.

14. Subject to regulations from time to time issued or to be issued by the Club, instructional flying will take priority over solo flying, and solo flying over passenger flights.

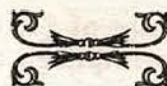
15. Availability of aeroplanes for flying shall be subject to necessary overhauls and repairs.

BORDER CITIES AERO CLUB



E. J. COSFORD

Director, Border Cities Aero Club.



B. DANGERFIELD

Director, Border Cities Aero Club.



WALKER AIRPORT

16. The control of flying and all matters affecting the working of the aerodrome, for instance the practicability of weather conditions, the fitness of aeroplanes and engines for use, and the settlement of competing claims of Members for the hire of aeroplanes, shall be regulated by the Club or by an official or officials appointed by it, in order to assure the safest and fairest possible conditions of working in the best interests of the Members of the Club.

17. The Club may alter the regulations and add thereto as may from time to time be considered advisable.

GENERAL

18. The interpretations of these regulations and of any hereafter issued shall rest entirely with the Executive Committee of the Club.

The activities of the Club will be confined to the aerodrome selected by the officials of the Club. The address of the Club for the time being will be Suite No. 1, Milligan Apartments, Windermere Road at Wyandotte Street, Walkerville. All inquiries should be addressed to Box 211, Walkerville, Ont.

THE OFFICERS OF THE CLUB ARE:

Honorary President

Col. Ernest S. Wigle, K.C.

Honorary Vice-Presidents

Col. Sydney C. Robinson, M.P.	Mr. Wallace R. Campbell
Lt. Col. Walter L. McGregor	Mr. John D. Chick
Lt. Col. Alan C. Prince	Mr. Samuel E. Dinsmore
Lt. Col. H. Raymond Casgrain, M.D.	Mr. Harrington E. Walker
Lt. Col. Geo. H. Wilkinson	Mr. Hiram H. Walker
Lt. Col. Paul Poisson, M.D., M.P.P.	Mr. Geo. Hanrahan
Mr. Edmund G. Odette, M.P.	Mr. Cecil E. Jackson
Senator Gustave Lacasse, M.D.	Mr. Robert L. Daniels
Hon. Raymond D. Morand, M.D.	Mr. Frank D. Riberdy

President Capt. D. B. McCoil

Vice-President Lieut. W. D. Wiseman

Treasurer Capt. M. W. Richardson

Secretary Lieut. D. H. Brown

Directors

Capt. Harry Wilshire	Capt. B. Dangerfield, M. C.
Lieut. N. H. Wallace	Lieut. D. Herbert Woollatt
Lieut. S. C. J. Askin	Lieut. O. E. Fleming, Jr.
Lieut. C. P. Miller	Lieut. E. J. Cosford

BORDER CITIES AERO CLUB



R. SOUNDY

Pilot Instructor, Border Cities Aero Club, who has a splendid war record, having flown many types of planes with the R. F. C. and R. A. F. as air instructor in England and as pilot with several squadrons in France.



H. SCOTT

Air Engineer, Border Cities Aero Club, holds pilots certificate No. 411 issued by the Royal Aero Club of Great Britain, dated Feb. 4th, 1913, and has been interested in Aviation ever since. During the war he served as Air Engineer in both the R. F. C. and R. A. F.

WALKER AIRPORT

BY-LAWS

The fees for the hire of aeroplanes must be paid to the Club Official before any flight is made.

No member may hire an aeroplane for more than half hour if it is required by other members. Further periods will be allowed in rotation if time permits.

Members hiring aeroplanes for solo flights, except in the case of a Member under flying instruction, must hold a Canadian Pilot's license.

Members hiring aeroplanes for solo flying must confine their flights to within ten miles of the aerodrome in Canadian Territory.

Members hiring aeroplanes for solo flying may be held responsible for any expense of transporting the aeroplane back to the aerodrome in the case of any landing, forced or voluntary, outside of the ten mile limit, or outside Canadian territory.

Members booking times in advance must be on the aerodrome ten minutes prior to the time booked.

Members booking times in advance and not turning up will be charged the minimum time of half an hour, unless notice is given at least one hour before the time booked cancelling the booking.

Members holding Pilot's Licenses and wishing to fly solo must first have a period of dual control with the Pilot Instructor, and it is left entirely to the Pilot Instructor to decide whether such Members shall be allowed to fly solo.

Members under flying instruction will require to have at least eight hours' dual control before being allowed to fly solo, and then only with the sanction of the Pilot Instructor.

Members under flying instruction must undergo a Medical Examination. This examination can be conducted by the Club's medical officer, whose report must be made on the form prescribed by the Royal Canadian Air Force. Medical Forms can be obtained from the Club's medical officer, Dr. H. Crassweller, I.O.O.F. Building, 16 Wyandotte St., East, Windsor.

The question as to the suitability of weather for flying is left entirely to the Pilot Instructor.

Members must at all times conform to the Canadian Air Regulations, 1920, and amendments thereto and such local flying Regulations as are in force.

No member may take up passengers on a Club aeroplane unless specially authorized by the Committee to do so. Passengers must be members of the Club. Applications to carry passengers will only be considered by the Committee after the completion of a minimum of fifty hours flying.

All complaints must be made in writing to the Secretary and not to the Pilot Instructor.

BORDER CITIES AERO CLUB



D. HERBERT WOOLLATT

2nd Vice-President Aviation League of
Border Cities and Director Border
Cities Aero Club



O. E. FLEMING, JR.

Director, Border Cities Aero Club.

WALKER AIRPORT



S. E. DINSMORE

1st Vice-President Aviation League of
Border Cities.

The Border Cities Star

A Newspaper
Devoted to Community Service

BORDER CITIES AERO CLUB



LT. COL. PAUL POISSON, M.D., M.P.P.

Honorary Vice-President, Border
Cities Aero Club; Governor, Avia-
tion League of the Border Cities.

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To Eat



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President.

L. L. ODETTE,
General Manager.

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Cities, the Border Chamber of Commerce and
the Border Cities Aero Club.

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LEONARD P. REAUME,
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Auto Liability; in fact everything but
TOMORROW**



C. W. ISSACS,
President.

F. H. COOPER,
Manager.

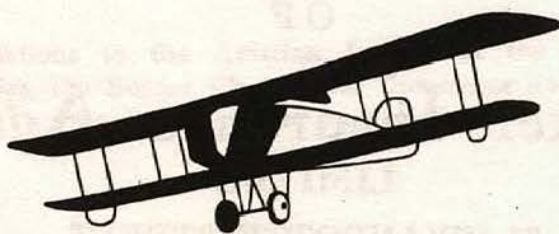
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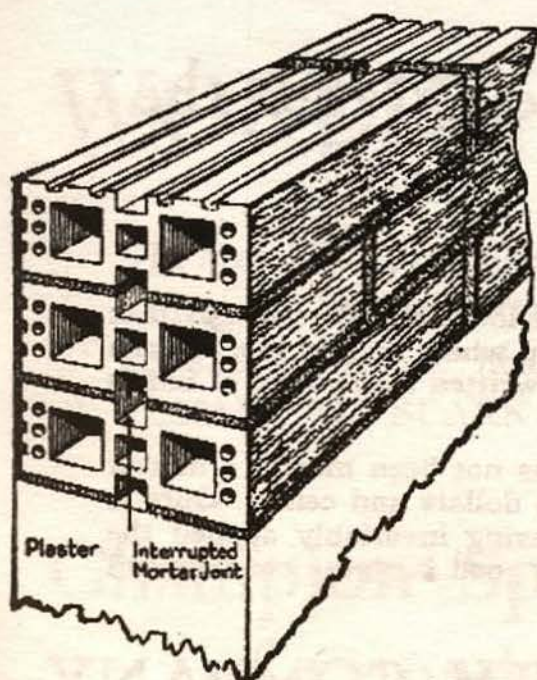
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SUCCESS to this store has not been merely a matter that may be reckoned in dollars and cents. Ours is an institution of quality, having invariably applied the laws and basic principles of good business conduct and dependability.

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*A Great Store Keeping Pace With the Growth of
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Ford, Ont.

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Name in full

Address: ResidenceTown.....

BusinessTown.....

Occupation

Employer's Name

Address

Age Nationality Married
or
Single

Have you ever held a pilot's certificate? Royal
Air Force
Rank if any

Details Flying Hours

Do you wish to qualify as a Pilot?

Do you wish to become an owner or part owner of an aeroplane?.....

Recommended by

I hereby apply for membership in the Border Cities Aero Club and in doing so agree to abide by all rules and regulations of the Club.

Please find my cheque for \$12.50 for dues to Dec. 31st, 1928.

Date

Business Telephone

Residence Telephone

Medical Category

Date of examination Signed

APPLICATION FOR MEMBERSHIP

Name in full _____
Address _____
City _____
State _____
Zip _____

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General Contractors

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I hereby apply for membership in the Eastern Division of the National Association of General Contractors and Building Supplies Dealers. I am a resident of the State of _____ and am engaged in the business of _____.

Signature _____
Date _____
I hereby certify that the above is a true and correct statement of the facts and circumstances of the applicant's application for membership in the Eastern Division of the National Association of General Contractors and Building Supplies Dealers.

AIRPLANE HANGARS *by* TRUSCON



THE Airplane Hangar at Walker Air Port now being opened is a Truscon Hangar. Truscon Airplane Hangars are permanent and fire proof. They are assembled from standardized units which can be combined into buildings of any desired length and width. Being laid out in clear spans, their unobstructed floor space assures utmost freedom in handling ships.

Truscon Buildings for all airport requirements and for every need of the airplane industry.

Large Sliding Doors

Opening the full width of the building, simplify the storing of planes. We furnish Steel Doors for any requirement.

Detailed information and quotations on request.

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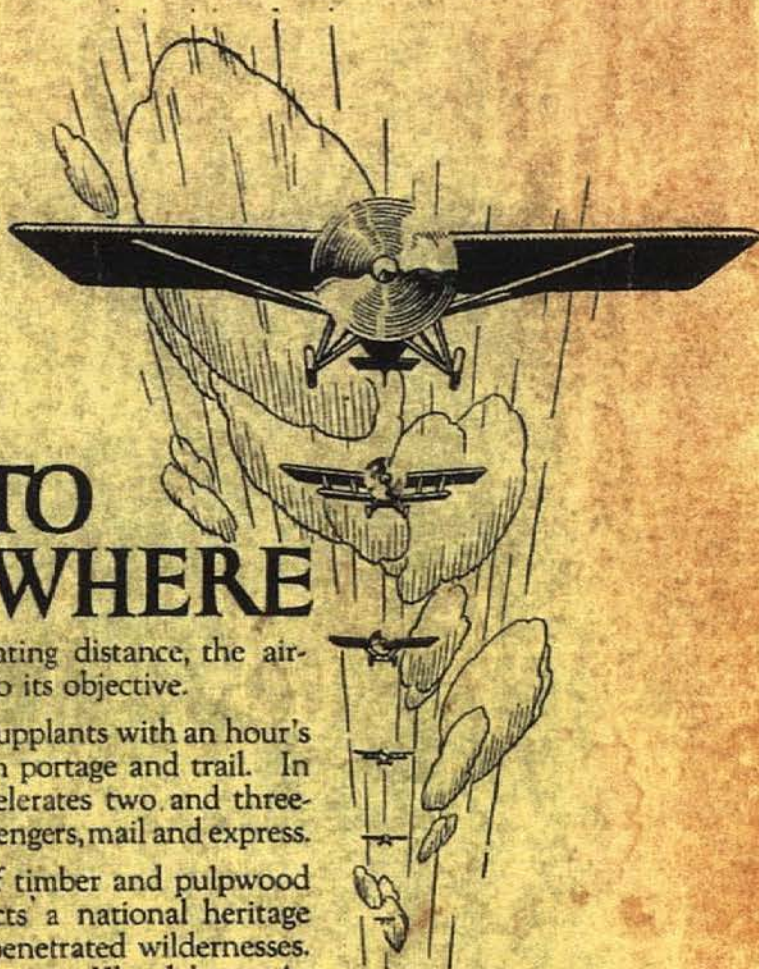
The ROAD TO EVERYWHERE

Across the sky, annihilating distance, the airplane wings DIRECT to its objective.

In remote districts it supplants with an hour's flight weeks of labor on portage and trail. In settled territories it accelerates two and three-fold the transport of passengers, mail and express.

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The qualities that won Canada eminence in military aviation assure equal eminence in commercial flight. Thanks to governmental foresight and individual and corporate enterprise, Canada is making an orderly and safe use of this new Road to Everywhere. And wherever man has need to fly, there Imperial service and Imperial quality are at his disposal.



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